

# Edmonton Daily Bulletin.

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TEN PAGES.

TEMPERATURES  
Maximum ..... 46  
Minimum ..... 35

## OUNCE OF SOAP, BARREL OF SUDS

Hon. W. S. Fielding Thus Characterizes Slander Campaign at Great Meeting at Owen Sound.

Owen Sound, Oct. 3.—Once again the tremendous popularity of Crimade's "ounce of soap" was reflected at a massive Liberal meeting in the hall here tonight. The audience was jubilant to the doors and cheer after cheer rang out from the platform. Exposed his sound and wholesome commercial policy and at the same time exposed the sinner who had been duped. There was a ringing warmth and enthusiasm in the spirit come extended to the financier from Nova Scotia.

The arrangements for the meeting were most excellent and there were only two other speakers besides Mr. Fielding—Mr. Murray. After about fifteen minutes, telling of the work done by the member for the riding, he turned over the chair to the editor of the federal administration.

### Foster the Real Leader.

Mr. Tordoff, in whose the Liberal hopes for the victory were so advantageously centered, admitted that he had not spoken in parliament as much as Mr. Foster. In this connection he mentioned that the latter gentleman was the real leader of the party. He said that he had filled about 650 pages of Hansard, as against 450 by Mr. Borden during the session.

Hon. Mr. Fielding once more made the ringing statement: "We have given you two years of good government, not perfect government, not angelic government, but just good human government." In this connection in refuting the scandal talk, showing how no charges had been made against him by the present cabinet. All the scandals were laid at the feet of the Conservatives, who were fully responsible for the present administration.

The Conservatives took the "ounces of soap" and manufactured it into a political legend of their father, yet he thought the greatest of their power reviews things in their proper place.

### Conservative Deficits.

To the applause of the entire audience Mr. Fielding told of the Conservative deficit and Liberal surpluses and to the argument that the deficit was due to the cost of war, he showed that the rate of taxation had been increased \$100 million on every hundred dollars on every man. Completing the same line of thought he said the Liberals had saved \$100,000 to the people of Canada since the increase.

Mr. Foster, of course, he said, did not know what a line of argument because that was a line of argument showing how the per capita tax had increased. In this connection Mr. Fielding referred to the little bit of reading from a book and showing how dead was the per capita tax was a clumsy method.

The book, he said, was written by a man who was made

the "eminent authority of political economy," and that authority was no other than Hon. G.

Foster.

**Other Railway a Bad Railway.** At present, Oct. 3, the Canadian Pacific would cost more than first anticipated, but he said a cheap railway was not had in view. On remembering, he said, that no matter what the cost of roads, Canada's contribution is only one-half of the eastern section and seven years' work on the mountain section. Seven years' work on the two sections of the road is all that can be had on that transcontinental. After that, the Canadian Pacific company pays three per cent of the interest.

Continuing, the speaker drew a comparison between the big land subsidy to the C.P.R. and the exemption of the same given to the company by the bargain with the Grand Trunk. He could

Strike Near Ending.

Winnipeg, Oct. 3.—Although the official strike has been suspended, it is still a well-defined sentiment that the C.P.R. strike is on the eve of settling and that the next move will be an announcement to that effect. The strike was made on Sunday. In the absence of Wm. H. Borden, president of the General Manager's Bureau, he has been carrying on negotiations with the men's local committee, and the strike continues. Powerful influences are being brought to bear for a speedy and satisfactory settlement.

**Favorable Report.**

London, Oct. 3.—Robert Duff, engaged in rag and sheepskin cloth trade with Canada, was interviewed by the Standard Oil Co. and expressed the opinion that nothing could save the woolen industry but making the English and American woolen manufacturers understand their business, but they suffer in competition through lack of satisfactory

Lantern Slides Ready.

London, Oct. 3.—"Lantern slides and accompanying lectures descriptive of Great Britain and its Colonies will be shown in connection with the scheme for the spread of Empire knowledge amongst school children will shortly be available."

**Extension of Franchise.**

Ottawa, October 2.—The Hudson Bay and Pacific Railway Company will apply to parliament next session for an extension of franchise for the commencement and completion of their company's line of railways.

### AN ASTUTE COMPROMISE.

London, Oct. 3.—Lord Mc Dougall has succeeded in saving the bone war. The daily mail this morning gives the details which appear to indicate a treaty of partnership. The Times having joined forces with its ally, the Standard, in supporting the national and cheap edition of Queen Victoria's letters. It is rather an astute compromise of both the Times and Mr. Murray. The Times accused Murray of publishing a prohibitive and unprofitable price. Mr. Murray promptly said the Times was bringing out a cheap edition, and tacitly admits that the Times strictly adheres to its original position. Times by co-operating with Murray admits that he is a true blue patriot.

### Premier Roblin Is FURTHER DISCREDITED

Senator Jaffray and Senator Cox Only Own a Small Part of the Crown's Next Pass Coal Lands — Legal Action Threatened for Further Blunders.

The following is included in Senator Jaffray's reply to Premier Roblin's charges regarding the coal lands.

The Dominion government never owned a single coal land, and there had not been ever granted a single coal land.

The British Columbia government had granted lands to the extent of 20,000 acres per mile to aid in the development of the Kootenay and Columbia River valleys, and the Kootenay Lake Railway Company subsequently named the British Columbia Coal Company.

**Conservative Most Active Spirit.**

Colonel James Blake, a well-known Conservative of British Columbia, has been most active in the cause of the miners, and from the time of the grant round the circle of the financial world has been a prominent figure.

He has been a director of the Kootenay Lake Railway Company, and realized by Great Britain that the coal lands were of great value, and that the properties of colonial subjects of the crown, part of their food supply and valuable assets.

He has been a director of the Canadian Century Magazine and after the United States supreme court and international law writers which Hodges claims denouncing and revoking disastrous clauses in the contracts with the coal companies of Canada and Newfoundland, concluded United States Interests, and the United States Interests, and the coal companies of Canada and Newfoundland.

**Conservative Most Active Spirit.**

Colonel James Blake, a well-known Conservative of British Columbia, has been most active in the cause of the miners, and from the time of the grant round the circle of the financial world has been a prominent figure.

"Some one said that Mr. Cox only owned a small part of the coal lands in the West, but I am sure he owned a great deal more," he said.

The line in that direction, running with the trend of the coal lands, is that the coal lands in the West, forty miles away, will turn the scale in their favor when they are compared with the coal lands in the East.

After several years of travel, Mr. Ireland brought out another entitled "The Coal Fields of British Columbia," published in 1903, and was a study in the administration of a specific group of people.

Mr. Ireland's present work is a series of 12 volumes on colonial administration in the colonies, and on the subject of colonial administration.

He has also written a book on the subject of colonial administration.

He has also written a book on the subject of comparative administration.

**Technical Treatise.**

Mr. Ireland has devoted his life to this work as a physician would devote his life to the study of the human body, and as a lawyer would devote his life to the study of law.

He has also written a book on the subject of comparative administration.

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# CANADA UNDER TWO REGIMES

A COMPARISON IN UNIFORM DEPRESSION AND UNIFORM EXPANSION.

## THE PEOPLING OF THE WESTERN PROVINCES

**Remarkable Results Produced by an Intelligent Immigration Policy Under the Liberal Government. What the Conservative Party Had Ignorantly Failed.**

### Population of the Western Provinces

	1891	1890	1896	1891
P.C.				
Manitoba . . . . .	152,505	253,512	366,963	92
Alberta . . . . .	26,277	51,279	16,156	103
British Columbia . . . . .	10,500	10,500	10,500	103
Albuthusia . . . . .	18,500	18,500	18,500	103
Assiniboinia . . . . .	12,482	12,482	12,482	103
Saskatchewan . . . . .	73,022	73,022	783,160	103

Totals . . . . . 219,305 419,512 508,963 92  
The decade 1881-91, a period of straight Conservative rule, has shown a decrease in population of 100,000. During those years the C. P. R. was carried to completion, but the Conservative party, like the Liberal party, did not profit by it, hence the revenue.

### THIRD COMMERCIAL NATION OF THE WORLD

**Canada Comes Immediately After Belgium and Great Britain With a Foreign Trade of \$89 Per Capita This Attained Under a Progressive Liberal Government.**

#### Aggregate Foreign Trade.

	Conservative rule—Liberal rule.
1892 . . . . .	27,810 1891
1893 . . . . .	22,100 1892
1894 . . . . .	20,649 1893
1895 . . . . .	22,779 1894
1896 . . . . .	18,615 1895

The numbers given in the first column represent, according to the documents of the Canadian Consuls, the aggregate foreign trade of all passengers in the immigrant class who declared their intention of settling in Canada. The figures for 1891-95, as many more who landed at these points declared their intention of going to the United States, will give us a series of Canadian transportation facilities. American immigration was incomparably greater than that west of Lake Superior is reported as follows:—1892, 12,614; 1893, 11,366; 1894, 12,500; 1895, 11,366; 1896, 11,366. The total number of Americans in 1891 found in the Northwest only 34,750 people who had come during the 10 years, while the total for the same period in Canada was 100,000. As many more who landed at these points declared their intention of going to the United States, will give us a series of Canadian transportation facilities. American immigration was incomparably greater than that west of Lake Superior is reported as follows:—1892, 12,614; 1893, 11,366; 1894, 12,500; 1895, 11,366; 1896, 11,366.

#### Setters' Effects Entered.

	Conservative rule—Liberal rule.
1892 . . . . .	3,241,369 1891
1893 . . . . .	2,210,719 1892
1894 . . . . .	3,322,495 1893
1895 . . . . .	1,054,511 1894
1896 . . . . .	2,188,975 1895

Total 11,927,967 1891-96.

The increase is \$221,000,000 for the two years, 1892 to 1894, and \$400,000,000 for the next year, 1895 to 1896. For the period of five years, the total increase is \$1,054,511, or \$200,000,000. We may easily calculate the profit from the passing of stagnation to expansion.

#### Exports of Canadian Goods.

	Conservative rule—Liberal rule.
1892 . . . . .	189,362,466 1891
1893 . . . . .	189,362,466 1892
1894 . . . . .	189,362,466 1893
1895 . . . . .	189,362,466 1894
1896 . . . . .	189,362,466 1895

Total 189,362,466 1891-96.

The sale of Canadian products abroad has not been more than double that of 1891, and the increase in our foreign earnings, while the Conservatives had reduced our competing power.

#### Goods Entered For Consumption.

	Conservative rule—Liberal rule.
1892 . . . . .	189,211 1891
1893 . . . . .	2,065 1892
1894 . . . . .	4,065 1893
1895 . . . . .	3,174 1894
1896 . . . . .	2,394 1895
Total . . . . .	1,857 1896.

Total 18,434 1891-96.

The enormous increase of imports under the Liberal rule shows the way to the advancement of the people, and the large investments of capital attracted the country.

#### Imports from Great Britain.

	Conservative rule—Liberal rule.
1892 . . . . .	85,262,547 1891
1893 . . . . .	85,262,547 1892
1894 . . . . .	114,713 1893
1895 . . . . .	5,046,572 1894
1896 . . . . .	1,462,949 1895

Total 103,736,176 1891-96.

The amount of imports from Great Britain has increased.

#### Imports from Other Countries.

	Conservative rule—Liberal rule.
1892 . . . . .	14,017,573 1891
1893 . . . . .	4,287,187 1892
1894 . . . . .	5,562,340 1893
1895 . . . . .	990,000 1894
1896 . . . . .	1,462,949 1895

Total 26,057,876 1891-96.

The average price realized on these imports increased from \$3.46 to \$6.99 in 1897, and in 1898 to \$6.94 per ton. An average price of \$6.54 for 104,460 tons, or 800,000 bushels, the Liberal policy has brought wealth to every individual in the west.

#### Met. Cash Lends From Dominion.

	Conservative rule—Liberal rule.
1892 . . . . .	387,350 1891
1893 . . . . .	303,359 1892
1894 . . . . .	214,540 1893
1895 . . . . .	147,050 1894
1896 . . . . .	174,500 1895

Total 1,209,700 1891-96.

The average price realized on these imports increased from \$3.46 to \$6.99 in 1897, and in 1898 to \$6.94 per ton. An average price of \$6.54 for 104,460 tons, or 800,000 bushels, the Liberal policy has brought wealth to every individual in the west.

#### Value of Lands Sold—Sales of Land by Hudson's Bay Co. and Railways.

	Conservative rule—Liberal rule.
1892 . . . . .	851,540 1891
1893 . . . . .	189,187 1892
1894 . . . . .	1,000 1893
1895 . . . . .	41,566 1894
1896 . . . . .	1,429,429 1895

Total 2,310,817 1891-96.

From 1892 to 1896 the Conservati-

ve sold 29,320 square miles of timber land, 23,287 square miles of which were never paid for because the Tory politicians failed in their speculations. The timber for the settler was decreasing instead of increasing. The timber square miles, but from these berths three times as much building lumber as in any year of the Conservative regime, and when the lumberman is through with his work, the settlers are still here. The settlers want standing forests, dear lumber and no market in the world.

**Revenue From Timber Dues on Conservation Lands.**

	Revenue From Timber Dues on Conservation Lands.
1892 . . . . .	\$106,461 1891
1893 . . . . .	105,365 1892
1894 . . . . .	104,365 1893
1895 . . . . .	74,979 1894
1896 . . . . .	61,923 1895

Total 329,797 1891-96.

The increase is \$106,461 for the two years, 1892 to 1894, and \$10,365 for the next year, 1895 to 1896. For the period of five years, the total increase is \$106,461, or \$21,365 per annum.

We may easily calculate the profit from the passing of stagnation to expansion.

#### The CONTRIBUTION FROM AGRICULTURE.

**To the Country's Development—Free Trade Proves That a Fair Exchange of Products is the Best Advantage to Give General Prosperity.**

**Exports of Agricultural Products.**

	Exports of Agricultural Products.
1892 . . . . .	14,112,124 1891
1893 . . . . .	22,112,524 1892
1894 . . . . .	14,112,124 1893
1895 . . . . .	14,112,124 1894
1896 . . . . .	14,112,124 1895

Total 63,642,512 1891-96.

The increase is \$10,112,512 for the two years, 1892 to 1894, and \$1,000 for the next year, 1895 to 1896. For the period of five years, the total increase is \$10,112,512, or \$2,022,512 per annum.

In this table the three months ending June, 1896, have been added to the fiscal year to complete the period of five years.

Under the Conservative rule, the value of all the grain sent abroad for exportation, while there was increasing steadily, while that of wheat, barley, oats, rye, and corn, was decreasing steadily, and besides never was a hundred bushel sent abroad to be ground into flour.

**Exports of Wheat Flour.**

	Exports of Wheat Flour.
1892 . . . . .	1,740,262 1891
1893 . . . . .	1,740,262 1892
1894 . . . . .	1,699,467 1893
1895 . . . . .	1,699,467 1894
1896 . . . . .	1,743,521 1895

Total 1,743,521 1891-96.

The increase is \$1,743,521 for the two years, 1892 to 1894, and \$44,053 for the next year, 1895 to 1896. For the period of five years, the total increase is \$1,743,521, or \$348,705 per annum.

Under the Liberal rule, the value of all the grain sent abroad for exportation, while there was increasing steadily, while that of wheat, barley, oats, rye, and corn, was decreasing steadily, and besides never was a hundred bushel sent abroad to be ground into flour.

**Exports of Cheese.**

	Exports of Cheese.
1892 . . . . .	11,456,433 1891
1893 . . . . .	11,456,433 1892
1894 . . . . .	11,456,433 1893
1895 . . . . .	11,456,433 1894
1896 . . . . .	11,456,433 1895

Total 11,456,433 1891-96.

The increase is \$11,456,433 for the two years, 1892 to 1894, and \$0 for the next year, 1895 to 1896. For the period of five years, the total increase is \$11,456,433, or \$0 per annum.

**Exports of Butter and Cheese.**

	Exports of Butter and Cheese.
1892 . . . . .	1,000,000 1891
1893 . . . . .	1,000,000 1892
1894 . . . . .	1,000,000 1893
1895 . . . . .	1,000,000 1894
1896 . . . . .	1,000,000 1895

Total 1,000,000 1891-96.

The increase is \$1,000,000 for the two years, 1892 to 1894, and \$0 for the next year, 1895 to 1896. For the period of five years, the total increase is \$1,000,000, or \$0 per annum.

**Production of Butter and Cheese Factories.**

	Production of Butter and Cheese Factories.
1892 . . . . .	1,000,000 1891
1893 . . . . .	1,000,000 1892
1894 . . . . .	1,000,000 1893
1895 . . . . .	1,000,000 1894
1896 . . . . .	1,000,000 1895

Total 1,000,000 1891-96.

The increase is \$1,000,000 for the two years, 1892 to 1894, and \$0 for the next year, 1895 to 1896. For the period of five years, the total increase is \$1,000,000, or \$0 per annum.

**Foreign Trade of Western Canada.**

	Foreign Trade of Western Canada.
1892 . . . . .	1,000,000 1891
1893 . . . . .	1,000,000 1892
1894 . . . . .	1,000,000 1893
1895 . . . . .	1,000,000 1894
1896 . . . . .	1,000,000 1895

Total 1,000,000 1891-96.

The increase is \$1,000,000 for the two years, 1892 to 1894, and \$0 for the next year, 1895 to 1896. For the period of five years, the total increase is \$1,000,000, or \$0 per annum.

**Imports Entered for Duties.**

	Imports Entered for Duties.
1892 . . . . .	1,000,000 1891
1893 . . . . .	1,000,000 1892
1894 . . . . .	1,000,000 1893
1895 . . . . .	1,000,000 1894
1896 . . . . .	1,000,000 1895

Total 1,000,000 1891-96.

The increase is \$1,000,000 for the two years, 1892 to 1894, and \$0 for the next year, 1895 to 1896.





## SEEING THE DREAM OF YEARS REALIZED

The Louisi Government's Promise to Build the Railway to Hudson Bay Brings Joy to Hearts of Old Timers—Proof of Its Practicability

Probably in the whole of the north-west there is no resident who is more thoroughly conversant with the possibilities of navigation by means of the Hudson Bay than Mr. W. J. McMenomy, P.P., for St. Albert district. Mr. McMenomy has been a resident of Western Canada for about half a century, and his extensive experience as he upon the great benefits that the new railway to the Bay will bring to the people of the provinces in the matter of transportation and consequent development of the country.

"I am sure that the waters of Hudson Bay are navigable for almost the entire year, and if the railway were built it would be a difficult task for me to pick on the best route. I could give you my opinion in regard to Bulletin reporter who called upon him at his home on Eighth street, Mr. McMenomy said. I have been in the Bay and down through the years from that time to the present he has watched the progress of his hopes in realization of his hopes in this direction."

### Old Timers Endorse Route.

"The Hudson Bay route is definitely in favor of the Hudson Bay railway," he said. "We have believed in it for years, but now that we are white-haired and old, and it seems to come to us a realization of what we have been looking forward to. For fifty years or more before the advent of the railway into Winnipeg the great majority of the trade to which all the fur-trading was looking was used exclusively by the Hudson Bay Co. for the transportation of their goods to Northern Canada. The sailing vessels, ranging in size from 400 to 500 tons, would run up river and set sail along the East coast and then set sail across the Atlantic for the far distant ports on the outskirts of Europe and Africa and Canada. To Hudson Bay their course was fixed and each year vast quantities of supplies were sent. In recent years one shipwreck is reported, and this is attributed to the dangers of the Hudson Bay route."

**Danger of Floating Ice.**  
"The only trouble in the summer months is that the ice floats down from the north, that drifts down from the north," said Mr. McMenomy, "but those who have been away over winter the bay is kept open by the chisel and blow of the turbulent tides and the floating ice along the shore offers any impediment to steamer."

Mr. McMenomy states that years ago he was frequently held up by the old Hudson Bay guides that open water conditions were not safe the bay all the year round. During the winter there is only the snow ice to contend with.

Mr. McMenomy recalled an incident of an engineer who had been sent to Hudson Bay evidently with instructions to look out and see if he could become loquacious over the wines at a Toronto banquet, he stated that the engineer was told that continued navigation could take place.

He suggested that ships with over 1,000 tons could make their way up the river ice along the shore in the winter months, similar to those used at the same time between Detroit and Windsor.

### Parallel to Hudson Bay.

An excellent parallel to the Hudson Bay is to be found in the Baltic sea at the north of Europe.

The Baltic is a large sea less bounded by the outside tides than is Hudson Bay but still there are upon the shores of the Baltic the cities of Helsinki,

Stockholm and St. Petersburg, the Neva. Twenty years ago ships came from the Baltic to the Baltic to Helsinki, a port with a distance longer than that of Vancouver, for nearly the entire year.

Now the port is open the entire year owing to the specially constructed ships built through the ice. It uninterrupted transportation can be carried upon the Baltic how much more can be carried on in Hudson Bay. In this case the ice is eroded to Fort Churchill no point more than a short degree is touched and that distance covered for a short curve while rounding the point of the Hudson Bay.

The enormous benefit that the Hudson Bay railway and steamboat transportation by that waterway to Europe will bring to the west is something that cannot be overlooked," said Mr. McMenomy.

He said that a direct entrance into British India and continental Europe will be gained, a direct entrance into the heart of the Orient. Such an entrance is needed to bring this country to the stage of greatest development, and it is to be hoped that such is shortly to be realized.

"I do not care to discuss politics," said Mr. McMenomy, "but I am bidding the reporter good-bye, but I must say that it would be at this period in the history of the west that the Hudson Bay would be the chief port of entry if calamity should strike. Wilfrid Laurier were dead, and I expect he will speak too much in private to Mr. MacKenzie, who has done more for Alberta, in his past quarter of a century than any other man in the province."

### Appointed Master Mechanic.

Montreal, October 2.—Gustavus, his name, was appointed master mechanic of the Lake Superior division, appointed Gates Reid as master mechanic, with headquarters at North Bay.

### Sir Wilfrid at Quebec.

Quebec, October 2.—Sir Wilfrid Laurier will be in Quebec on Sunday, when he will leave for Quebec City, where he will speak on Monday. His Quebec itinerary during the next fortnight has not yet been arranged.

### PROVINCIAL APPOINTMENTS.

The following appointments, new schools districts, etc., are in the last issue of the Alberta Gazette:

Natives Public Schools:

George Graham, of Lethbridge; William James Earl, of Hurry; Harold Ward Naunton, of Tadley; John Edward Gandy, of Lethbridge; Mrs. —Wingate Eager, of Edmonton; Condon Butler, of Lesser Slave Lake; John Edward Gandy, of Lethbridge; John Stanley Harrison, of Lethbridge; Arthur William Fleming, of Okotoks; John Edward Gandy, of Lethbridge; James Robertson, of Calgary; Gouinville George French, of Vermilion.

Armenian Schools:

W. C. Ingalls, of Edmonton; W. M. Graham, of Calgary;

St. Paul Schools:

George Graham, of Calgary; James Francis, of Falher; Robert Cochrane, Andrew W. Ross, of Okotoks; A. M. McWithey, of Strathcona; Samson Dunn, of High River; N. C. Smith, of Tadley;

Government Inspector of Schools:

John Edward Gandy, of Okotoks; John Edward Gandy, of Lethbridge;

Justice of the Peace:

Theron Pugh Lindley, of Stoney Pilots;

Jay C. Ternanen, of Tremblie;

William James Earl, of Lethbridge;

Albert Cawcer, of Casterville;

Edmund Walter Rasoni Lambert, of Edmonton;

Adam Marshall Baple, of Exshaw;

Donald Patterson MacKinnon, of Exshaw;

Charles Cross, of Teulonfield;

John Short, of Horse Hills;

Frederick Burlington Gregory, of Horse Hill;

James Gray, of Detour;

William James Earl, of Lethbridge;

Ernest Charles Sykes, of Airdrie;

Thedford White Rose, of Loome Vista;

Charles Grayson, of Cochrane;

Alexander Cameron, of Coleman;

William James Earl, of Lethbridge;

John Edward Gandy, of Okotoks;

Richard Charles Armstrong, of Egremont;

H. Landen of Landen;

William John Doherty, of Lesser Slave Lake;

James Reid, of Manila;

G. W. James, of Claresholm;

Henry Parker, of Toronto;

John Edward Gandy, of Lethbridge;

Ernest E. Sibbald, of Exshaw;

E. R. Head, of High River;

W. H. Fawcett, of Exshaw;

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